

CONFIRMED AIR BAG DEPLOYMENT FATAL CHILDREN

**Children fatally injured by the PAB**

**97** (US=96; Puerto Rico=1)

- Rear Facing child safety seats *	18
- Forward Facing child safety seats <sup>3,6</sup>	5
- Unrestrained or improperly restrained children <sup>4</sup> , (with pre-impact braking)	58
(without pre-impact braking)	10
- Wearing lap and shoulder belt <sup>1,7</sup> (with pre-impact braking)	3
(without pre-impact braking) <sup>9</sup>	3

CONFIRMED AIR BAG DEPLOYMENT SERIOUSLY INJURED OR FATAL CHILDREN

**Rear Facing Child Safety Seats**

**26**

- Fatal Children	18
- Nonfatal, serious injury	8

**Children Not in Rear Facing Seat**

**100**

- Fatal Children	79	(US=78; Puerto Rico=1)
- Nonfatal, serious injury	21	

CONFIRMED DRIVERS SERIOUSLY INJURED OR FATAL BY AIR BAGS

**Fatal Drivers**

**62**

- Drivers belted	18
- Drivers misused belt	3
- Drivers not belted	40
- Unknown if driver belted	1

**Seriously Injured Drivers**

**7**

- Drivers belted	1
- Drivers misused belt	0
- Drivers not belted <sup>2,5</sup>	6
- Unknown if driver belted	0

CONFIRMED ADULT PASSENGERS SERIOUSLY INJURED OR FATAL BY AIR BAGS

**Fatal Passengers**

**6**

- Passengers belted	2
- Passengers misused belt	0
- Passengers not belted	4
- Unknown if passenger belted	0

**Seriously Injured Passengers**

**5**

- Passengers belted	4
- Passengers misused belt	0
- Passengers not belted	0
- Unknown if passenger belted	1

ESTIMATED GROSS NUMBER OF LIVES SAVED BY AIR BAGS AS OF 07/01/00:

5779 - 4890 drivers (1369 belted, 3521 not belted)  
889 front- right passengers (249 belted, 640 not belted)

FATALS BY YEAR	Children In RFCSS	Children NOT In RFCSS	ADULT DRIVERS	ADULT PASSENGERS	TOTALS BY YEAR			FEMALES 62" or	
					CONFIRMED	[UNCONFIRMED]		Drivers	Passenge
1990	0	0	1	0	1	[0]		1	0
1991	0	0	4	0	4	[0]		1	0
1992	0	0	3	0	3	[0]		2	0
1993	0	1	4	0	5	[0]		2	0
1994	0	5	7	0	12	[0]		1	0
1995	3	5 [1]	5	0	13	[1]		4	0

Year	Age	Weight	Height	Gender	Occupant	Position	Age	Weight
1997	4	25[2]	16 [5]	4 [1]	49	[8]	3[2]	3
1998	4	12 [9]	10 [1]	0 [2]	26	[12]	3[1]	0[1]
1999	1[2]	10 [3]	2[4]	0	13	[9]	2[1]	0
2000	[2]	2[4]	3[2]	[1]	5	[9]	2[1]	0
TOTAL	18[4]	79[20]	62 [12]	6 [4]	165	[40]	23[5]	3[1]

<sup>1</sup> A five year old, 35 pound female child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case CA9610.  
A five year old, 39 pound male child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case IN9622.  
A two year old, 23 pound female child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case IN9732.  
A seven year old, 57 pound male child was wearing lap and shoulder belt. Proper restraint for a child this size is a child safety seat, properly secured in a rear seating position. See case DS9610.

<sup>2</sup> An unbelted pregnant female sustained an abruption of the placenta from the uterine wall and the fetus subsequently expired. See case CA9509.

<sup>3</sup> Forward facing child safety seat not restrained to vehicle in case DS9611.

<sup>4</sup> A two year old, 33 pound female child was kneeling in the seat using the lap portion of the lap and shoulder belt. See case DS9718.

<sup>5</sup> Driver expired approximately six weeks post crash of pneumonia. The NHTSA definition for the time to death in a fatal crash is “expired within 30 days or less after the crash.” See case CA9729.

<sup>6</sup> Forward facing child safety seat not properly restrained to vehicle in case CA9745.

<sup>7</sup> Front right occupant (11-year-old-male) leaning forward to pick up a tissue prior to impact in case IN9729.

<sup>8</sup> Front right passenger “ON/OFF” switch was in the on position in case CA9834.

<sup>9</sup> Front right occupant’s (11-year-old-female) seat track was in the forward position. See case CA00010.

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